

Today's Advertisement.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship
"HAINAN."
Captain Davis, will be despatched for the above ports, TO-MORROW, the 10th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 9th May, 1901.

Intimation.

A. S. WATSON & Co., LIMITED.
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SCOTCH WHISKY.

A.—THORNE'S BLEND \$10.50
B.—GLENORCHY, MELLOW BLEND, a fine 'Soda' Whisky of great age... 10.80
C.—ABELOUR-GLENLIVET ... 12.00
D.—H.K.D., BLEND of the Finest Old Malt Scotch Whiskies 14.40
WATSON'S SPECIAL:—
"E"
VERY OLD LIQUEUR SCOTCH WHISKY 15.00
Of superb quality and great age—pronounced by all connoisseurs to be the BEST BRAND in the Far East.
Small quantities are supplied at proportionate whole sale rates.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.

[It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editors. Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith. While the columns of the Hongkong Telegraph will always be open for the fair discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.]

The Hongkong Telegraph
HONGKONG, THURSDAY, MAY 9, 1901.

NOTES AND COMMENTS.

The Treating of Plague Patients.

At the Special Meeting of the Sanitary Board yesterday afternoon, as published in our columns to-day, we are glad to know that the proposal to treat plague patients, even under "proper supervision," at their own homes was vetoed.

In our opinion to have attempted such a scheme would have been disastrous, considering the evil condition of the various crowded parts of the Colony where the bulk of plague cases occur. As the President pointed out at the meeting, there is no subdivision of the houses, and conditions are all against any possibility of isolating a patient.

Dr. BELL was also against the proposal, and he said, naturally, that he entirely failed to see how a number of cases, anything from a dozen to a hundred, were going to be efficiently supervised, if treated in their own houses. A resolution against the proposal was carried with only one exception, Mr. BREWIN, who has come into prominence lately in the Sanitary Board, since Dr. HARTIGAN resigned, if we have noted correctly, Mr. BREWIN, on Dr. BELL proposing a resolution to the effect that the Board did not think the proposition advisable, broke in with the profound and luminous observation, "I think you might add unless information be forwarded."

He appears to fall very readily into the views of the highest officials of the Colony, or else he affects a maulin sentimentality towards the Chinese. The suggestion was made by the Governor, we believe, to see if any betterment of sanitation as regards plague patients could be effected, not to have that suggestion upheld because it was put forward by His Excellency. Having been considered fully by the Sanitary Board it was decided to oppose the proposal, as it was agreed that it would be detrimental to measures for the prevention of plague.

We believe H.E. the Governor will be perfectly satisfied with the conclusion come to at the meeting, for, as we say, it was only put forward as a suggestion, to be adopted if thought good, and opposed if not approved.

REUTER'S TELEGRAMS.

THE COAL DUTY.

LONDON, May 7th.
The House of Commons has agreed to the Coal duty by 333 to 227.

BRITISH SOUTH AFRICA.

The Times considers it indispensable to send fresh troops to South Africa. Letters of its correspondents show that unless the war be finished by September, it will be continued for another year.

LATER.

THE THREATENED STRIKE OF COAL MINERS.

The prospects of a strike of Coal Miners are considered remote.

BRITISH SOUTH AFRICA.

The average number of cases of typhoid in the Army in South Africa during January, February and March last, amounted to 2,086, and the average deaths to 163.53.

The Boers have re-occupied Roosenekal.

SHANGHAI RACES—SPRING MEETING.

SHANGHAI, May 7th.

RACING STAKES (China Ponies).
Mr. Marius' Pandur 1
Mr. Buxey's Rose of the Roses 2
Mr. Henry Morris's Snowberry 3
Time, 2:45 3/5.

AUSTRALIAN PLATE (Walters).
Mr. Four Stars' Nightmare 1
Mr. Bruce Robertson's Mother Superior 2
Mr. Jollison's Darling 3
Time, 1:55.

GRAND STAND STAKES (Chippa Ponies).
Mr. Black's Dismay 1
The Maori Dances' Vanity Fair 2
Mr. Barff's Tamale 3
Time, 2:0.

SHANGHAI, May 8th.
CHI-PAI CUP (China Ponies).
Mr. John Peel's Set 1
Mr. G. H. Potts's Forest King 2
G. H. Potts's Moriturs 3
Time, 1:31 2/5.

SHANGHAI DERBY (China Ponies).
Mr. Toeg's Condon 1
Mr. Kanuck's Poronai 2
Mr. Buxey's Rose of the Roses 3
Time, 1:31 2/5.

LADIES' PURSE (China Ponies).
Mr. Duplex's The Dealer 1
Mr. Toeg's Fraser 2
Mr. Jay's Disgust 3
Time, 2:42 3/5.

RACE CLUB CUP (China Ponies).
Mr. Rodvet's Chesny 1
Mr. Ring's Adonis 2
Mr. Oswald's Dunlea 3
Time, 4:4.

VISITORS' CUP (China Ponies).
Mr. Kanuck's Ichimura 1
Mr. Toeg's Rio Grande 2
Mr. Robson's Loyalty 3
Time, 2:47.

FEDERATION STAKES (Walters).
Mr. Four Stars' Nightmare 1
Mr. Black's Advance 2
Mr. St. Casse's Golden Legend 3
Time, 2:31 4/5.

[The above results are published with the kind permission of the Hongkong Jockey Club.]

WEATHER REPORT.

The Observatory report says:—

On the 6th at 12.10 p.m. the barometer has fallen in the North, probably owing to the existence of a depression between the E. coast of China and W. Japan. The weather continues unsettled on the China coast generally, with N.E. winds in the North and S.W. winds in the South. Forecast:—Moderate S.W. winds; squally; thunder showers.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide advertisement appearing elsewhere.

PARCELS mail, for Europe, &c., per steamship Ballantrae will close at 3 p.m. to-morrow, the 10th inst.

We note that the "China Review" has been transferred for publication to Messrs. Kelly & Walsh, to whom future communications are to be addressed.

Dr. FOLET states that absinthism is the French national vice. In Ireland, landlord absinthism is said to be the cause of much of that country's distressful condition.

NOTICE.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order early. See advertisement appearing elsewhere.

THE Singapore Free Press, hears, on private but good authority, that Sir Alexander Swettenham is to go as Governor to British Guiana. This is in succession to Sir Walter Sendall, who was Governor since 27th March, 1898.

We have received the "China Review" for February and March, 1901, from the office of the China Mail. Among other articles "The Ceremony of Disinterment in China," "Macao in the Early Days" and "Poisonous Snakes in Hongkong" will be found interesting.

We shall be obliged if any subscriber on receiving his paper late, or irregularly, will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ltd., 50 Queen's Road Central. The wrapper will enable us to check the delivery copies.

A SPECIAL telegram to the Shanghai Mercury, dated London, 27th April, 8:40 p.m., says:—The city editor of the Standard, commenting on the causes of the financial panic in Japan, says that the most permanent solution of the present difficulty is for Japan to offer a sufficient inducement to prompt foreign capitalists to

We note that iron railings are being erected round the Cricket Ground. This will be a great improvement upon the old posts and rails, which were continually out of order. We fancy, however, that the Chinese loafer will not appreciate the change, for a spiked fence will hardly make a comfortable lounge.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc.—We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At a special meeting of the General Committee of the Hongkong General Chamber of Commerce, held at the Chamber Room, City Hall, at noon on the 27th April.—Present: Sir Thomas Jackson, (Chairman), Mr. C. S. Sharp, (Vice-Chairman), Hon. J. J. Keswick, Messrs. W. Poate, R. L. Richardson, N. A. Siebs, H. E. Tomkins, Hon. J. Thurburn, (ex officio), and R. C. Wilcox (Secretary).

THE CHINESE TARIFF AND THE PAYMENT OF THE INDEMNITIES.

The Chairman said that the meeting had been called to discuss a very important matter. He supposed they had all read the letters from the China Association which had been circulated. There was no doubt that some of the Powers were very anxious to get their indemnity, and several of them would not object to a sacrifice of commercial interests so long as they got hold of the hard cash. One Power not much interested in sea-borne trade would be rather glad to see an increase of the tariff, as it would help to divert some of the China trade overland. This would give her a great advantage and would work to the detriment of those Powers engaged in the maritime trade. He thought they should set their faces steadily against any increase of the tariff until there was a clear guarantee that all abuses in the levy of taxation on trade would be permanently done away with. After discussion, it was eventually decided to send the following telegram to the agent of the Hongkong and Shanghai Banking Corporation at Peking before addressing one to London:—"Before wiring Chamber of Commerce, London, Chamber of Commerce Hongkong would like to know if it is true that some of the Powers are advocating immediate increase Chinese Customs Tariff with a view to facilitating raising of indemnity loan, leaving all other outstanding mercantile grievances unsettled in the meantime."

REUTER'S POLITICAL TELEGRAMS.

The Secretary said that Reuter's agent here had shown him a letter from their Shanghai agent, in which the following passage occurred:—"I shall also be glad to have a copy of the agreement with the Chamber at Hongkong and to know if you think it would pay more than it does if we increased the service from Bombay, as we may shortly do for the Daily News and Mercury here." He had looked through the records, but could find no agreement if any existed. It was made at all, in 1877, but some of the annual reports in the sixties and seventies were missing. Did the Committee think that an increase could be given for a better service? Would subscribers be prepared to pay a slightly enhanced subscription? The Chairman said he thought that to secure an improved service they should certainly be ready to pay an increased subscription. It was one of the objects of the Chamber to secure good and early intelligence, and they should be prepared to pay an increase for a better service, even if the service was again run at a slight loss.

The Committee generally were of opinion that an augmented service was worth paying for even if it became necessary to raise the terms at which the messages were supplied to subscribers. Ultimately it was left to the Secretary to find out the extent to which it was proposed to increase the number of words telegraphed and the amount of increase in the monthly subscription required by Reuter.

The following correspondence was submitted:—

THE CHINESE TARIFF.
Hongkong, 25th April, 1901.

To the Secretary,
Hongkong Chamber of Commerce.
Sir,—I am directed by my Committee to forward to you enclosed copies of certain letters and telegrams which have passed between the Hongkong and Shanghai Branches of the China Association and the London Branch, relative to the question of Tariff Revision. It is hoped that you will be able to see fit to co-operate with the China Association in endeavouring to prevent any settlement of the question calculated to prove detrimental to British interests in China.

It will be esteemed a favour if you will be good enough to communicate to my Committee the views of the Chamber of Commerce on this most important subject, and to let them know what, if any, action it is proposed to take.

I am, Sir, Yours obediently,

(sd) M. STEWART,
Hon. Sec. China Association.

China Association,
Shanghai Branch, 3rd April, 1901.

J. J. Francis, Esq., K.C.,
Chairman, Hongkong.
Dear Sir,—I am instructed by the Committee of this Branch to forward to you the enclosed copy of a Memorandum for the consideration of which a meeting is called for to-morrow afternoon; the decision of the Committee as to the action to be taken will in due course be communicated to you.

The Memorandum explains itself, and I need not occupy time in enlarging upon it. The subject dealt with is of such importance that it is trusted that your Committee will co-operate in wiring to London urging that the strongest possible protest be entered against any hasty action in dealing with the Tariff. In the manner which seems to be proposed, such a protest would be absolutely fatal to commercial interests, and would entirely give away the only lever which we possess for obtaining redress of existing grievances.

Though until our meeting is held, I am unable to say what will be the action taken here, our telegram to London will probably be on the lines of the following draft, which will be submitted to the meeting:—"With reference to the indemnities we have good reason to believe that certain Powers propose international guaranteed loan secured by the simple process of raising the tariff to 10 per cent. Strongest possible protest should be made against any hasty action in the treatment of the tariff thereby endangering development of trade and destroying only available means for procuring redress of existing grievances. It should be urged that China be pressed to

existing native sources of revenue, which are known to be capable of adequate expansion under honest administration. Present conference of Ministers is eminently unsuited for the settlement of complex commercial questions in which several have no interest. England should use every effort to reserve such settlement by leading Commercial Powers later."

This of course will require a good deal of printing and adaptation to code exigencies, but it represents the general sense of the message which the Committee will probably adopt.

I am, Dear Sir,

Yours faithfully,

LEONARD KERR,
Secretary.

MEMORANDUM.

I have information from Peking that some of the Powers, either because they have no commercial interest, or because they are in a hurry to get their money out of China, are urging that the question of the payment of the indemnity should be settled by a loan collectively guaranteed by the Powers, and secured on a drastic increase of the Customs Tariff. They are urging, I understand, that such questions as Tariff revision, abolition of *lekin*, the creation of new sources of revenue, &c., are all too complicated for discussion in the present situation; that to enter on such discussion will cause the negotiations to drag on indefinitely, and that the concert will not be able to endure the prolonged strain. It is also stated that the British Government shows signs of being inclined to agree—the solution of the difficulty being an easy one, as following the line of least resistance.

It is no doubt within the recollection of the Committee, that at the time of China's financial difficulties after the China-Japanese war, a similar proposition was put forward and was urged by Li Hung-chang during his European tour in 1896. The plausible argument put forward was—Double the Tariff, and there is the money. It will be remembered also that the Chambers of Commerce here and in Hongkong, as well as the Committees of the Association in both places and in London, vigorously protested against this "easy solution," the standpoint being that, whilst merchants in China were quite willing that the Tariff should be revised in China's favour, yet that a *quid pro quo* was necessary on China's part, securing her more honest fulfilment of her Treaties and redress of existing grievances of irregular inland taxation. The Tariff should be used as a lever for relieving trade from its present hampered conditions.

The point was considered to be of such importance that the Chamber of Commerce and the Association combined in sending a special delegate to Peking to urge the views of the Shanghai community upon the Ministers, and I had the honour of undertaking the work. From interviews that I had with Sir Robert Hart I am certain that the "easy solution" was of his fathering, and Li Hung-chang was of course keenly urging it. It is very probable that the reported present inclination of the British Government to agree to the "easy solution" is not unconnected with the representations of Sir Robert Hart.

On the other hand, my information is that the British Minister is completely opposed (personally) to the "easy solution." His desire is altogether to separate the commercial negotiations proper from the present "peace" negotiations; for this purpose he desires that China be asked to provide the revenues for the indemnities by handing over the proceeds of certain existing revenues, viz: Salt, Native Customs, Rice Tribute, &c., up to the amount required for the service of the indemnity; this need not involve, in the first instance at any rate, direct foreign control over the administration of these revenues, though such control might be held in *terrorem* over the heads of the Chinese, should they fail to make the required payments. The idea is, in fact, that under the stimulus of necessity the Chinese would themselves extract a sufficiency of revenue from these sources, in the same way as under Sir Robert Hart's advice they have extracted a sufficient *lekin* revenue in certain provinces (in which provinces, and at whose expense, we need not go into at present), in order to elude the control which was contemplated when certain provincial *lekins* were included in the guarantees for the 1898 Loan. Sir Ernest Sataw, I am told, is opposed to the raising of a "collectively guaranteed loan," his view being that the indemnity due to each State should form a debt due to it by China, on which she would pay interest and amortisation until complete redemption; possibly this may be going too far as a representation of Sir Ernest's views, but anyway his main point is to provide, if only temporarily, for the services of the indemnities without touching the big questions affecting foreign trade, so as to leave them to be dealt with carefully and deliberately on their own merits after a "peace" negotiations are over.

Plainly, I think we must all agree that this policy of the British Minister is one which the Association should strenuously support. To settle the indemnity question by a stroke of the pen imposing a 10 per cent. *ad valorem* duty in lieu of the existing tariff would mean giving away the only lever we have for obtaining redress of existing grievances as to *lekin*, inland Navigation, &c., and to commit to the representatives of eleven Powers, most of which have no commercial interests worth speaking of, the settlement of commercial questions in which the future trade of China is involved, would be, on the part of Great Britain, simply suicidal.

I would suggest to the Committee that we should take immediate action in this matter. We need not commit ourselves to any definite proposal as to how the service of the indemnity should be provided; that, perhaps, would be going beyond our province. We might, however, urge that pressure be brought to bear upon China to provide for the service of the indemnity out of existing sources of revenue, distinct from foreign trade, which under more careful and honest administration are known to be capable of adequate expansion; in any case the point upon which we ought to lay stress is that the actual and potential development of British trade should not be jeopardised by any hasty and ill-considered scheme of increase of the Customs Duties, which would merely aggravate existing anomalies, and deprive us of the only lever for extracting from the Chinese the redress of grievances which have hampered the productivity of the Empire, and the growth of foreign trade and shipping. We might add that the present Conference of Ministers, in which representatives of Powers having hardly any commercial interests in China appear to have an equal voice, cannot be regarded as a satisfactory instrument for conducting complicated commercial negotiations, and that the British Government should therefore make every effort to keep such negotiations apart from future settlement by the leading commercial Powers as soon as normal conditions of Government have been restored in the country.

The matter is one which, though I think it calls for action as speedily as possible, ought to be considered in full committee meeting; a meeting to-day is impossible, and to-morrow, being mail day, is inconvenient, and to-morrow's meeting at my office on Thursday at 3 p.m. I think, be desirable to invite the Hongkong Committee to co-operate with us in urging that the efforts taken by the Association and the Chamber of Commerce should

sending a copy of this Memorandum to Hongkong by the out-going mail.

J. G. DUNCKON, Chairman.

Shanghai, 2nd April, 1901.

China Association,
Shanghai Branch, 8th April, 1901.

J. J. Francis, Esq., K.C.,
Chairman, Hongkong.

Dear Sir,—Confirming my letter of 3rd instant, I now beg to inform you that at a meeting of this Committee, held on 4th instant, it was decided to send the following telegram to the London Committee:—

"With reference to the indemnity there is every reason to believe that certain Powers propose an international guaranteed loan secured by the simple process of a drastic tariff increase strongest possible protest should be made as although increase tariff is admissible such hasty action in the treatment of the tariff destroys the only available lever for the redress of present grievances, besides menacing trade expansion; pressure should be brought to bear upon China to provide service indemnity from existing sources of native revenue, which, honestly collected, are known to be capable of adequate expansion; the present conference of Ministers of eleven Powers, several of whom have no commercial interests, is eminently unsuited to settle complex commercial questions which should be reserved for future settlement later by the leading commercial Powers. Every effort should be made to this end."

Trusting that your committee will see its way to co-operate in this important matter, I am, dear Sir,

Yours faithfully,

LEONARD KERR,
Secretary.

Hongkong & Shanghai Banking Corporation,
Hongkong, 20th April, 1901.

J. J. Francis, Esq., Chairman,
China Association, Hongkong Branch.

Dear Sir,—As requested by you to-day we have wired our London Office as follows:—

"Following wired at the request of China Association, Hongkong Branch. They fully concur in Shanghai wire 4th April. Urge strongest possible protest against increase tariff except on condition total abolition abuses internal revenue, *lekin*, &c."

Yours faithfully,
H. W. FRASER,
p. Sub-Manager.

Hongkong General Chamber of Commerce,
Hongkong, 3rd May, 1901.

Sir,—It having been brought to the notice of this Chamber that a movement was in progress at Peking, favoured by certain of the Powers, to settle the question of the payment of the indemnities by China through a loan guaranteed by the Treaty Powers and secured by an increase of the Chinese Customs Tariff from 5 per cent. *ad valorem* to 10 per cent., the Committee lost no time in securing corroboration of the report, and then telegraphed to you as follows to-day:—

"Chamber of Commerce, London.
Referring Chinese Indemnity, it is proposed by certain Powers to raise guaranteed loan secured by doubling Tariff. This Chamber most earnestly submit Government should on no account agree any increase existing Tariff unless accompanied by substantial redress grievances connected *lekin* and other internal taxation and satisfactory settlement question inland waters navigation."
"T. JACKSON, Chairman,
"Hongkong Chamber Commerce."

PRESIDENT,
London Chamber of Commerce.

3rd May, 1901.

The Committee are not opposed to the idea of raising the Chinese Tariff *per se*, but they entertain invincible objections to making such a concession without obtaining simultaneously the most absolute guarantees for the redress of existing mercantile grievances and the abolition of irregular inland taxation. The increase of the Tariff should be regarded as the *quid pro quo* for the abolition of *lekin*, the merging of the native-managed into the Foreign Customs and their collection by the staff of the Imperial Maritime Customs, together with the permanent removal of the numerous inland barrier stations at which such duties are now collected on imports until they reach the point where the burden of taxation renders them uncollectable. If any increase of the Tariff is concerted before the questions connected with collection are satisfactorily settled, there will be no chance of obtaining such settlement later on, for we shall have parted with our most cogent argument in advance. The difficulties in the way of the realisation of our demands are already sufficiently great; the provincial officials will strenuously oppose the abolition of *lekin* and the barrier dues, which have for many years been their main sources of revenue, and they will only yield on its being shown that this loss will be made good to them out of the increased Customs revenue.

The danger that now menaces commercial interests is that those Powers whose sea-borne commerce is on a very limited scale are distinctly inclined to support any scheme which will serve to secure the prompt payment of the indemnity claimed by them from China. They can view with something more than equanimity the diversion of some of this traffic overland in consequence of the enhanced duties, especially if it passes through their territory, and this equanimity will not be disturbed by the consideration that the bulk of the increase in the Chinese Tariff will have to come out of the pockets of Anglo-Saxon and German merchants and manufacturers.

In view of these facts, therefore, and the certainty that any reforms in the Chinese methods of taxation must be made prior to the increase of the Tariff, I beg to urge upon your Committee the necessity of an early and energetic appeal to the Foreign Office to stand firm against any and all attempts to come to a premature and disastrous arrangement with regard to payment of the indemnities. So far as the Treaty Powers interested in the sea-borne commerce with China are concerned, they would prefer to wait indefinitely for their indemnity rather than barter away the prospects of future trade for the sake of its prompt liquidation.

Trusting that your Committee will fully appreciate the urgency of the question and its important bearing on trade with China, I am, Sir,

Yours faithfully,

T. JACKSON, Chairman.

Hongkong General Chamber of Commerce,
Hongkong, 3rd May, 1901.

Sir,—I beg to acknowledge receipt of your letter of the 25th ult., transmitting copies of certain letters and telegrams which have passed between the Hongkong and Shanghai Branches of the China Association and the London Branch, relative to the question of the revision of the Chinese Tariff, and expressing the hope that this Chamber will co-operate with the Association in endeavouring to prevent any settlement of the question without first securing increasing the abolition of the abuses connected with the collection of duties.

In reply, I am instructed to enclose, for the information of your Committee, copy of a telegram despatched to-day to the London Chamber of Commerce, and of a letter sent to that body by the following mail.

Trusting that the efforts taken by the Association and the Chamber of Commerce should

influence on the action of His Britannic Majesty's Government in the matter.

I am, Sir,

Yours faithfully,

R. CHATTEWORTH WILCOX,
Secretary.

Murray Stewart, Esq.,
Hon. Secretary,
China Association, Hongkong.

SPECIAL MEETING OF THE SANITARY BOARD.

A special meeting of the Sanitary Board was held yesterday afternoon at four o'clock to consider a suggestion by H. E. the Governor to let plague patients in Yau-mai be treated in their own houses, under proper supervision. The President (Hon. W. Chanthani, Acting Director of Public Works), occupied the chair, and there were also present the Hon. F. H. May, C. M. G. (Vice-President), Hon. Dr. Bell (Principal Civil Medical Officer of Health), Dr. Clark (Medical Officer of Health), Col. Hughes, R.A.M.C., Mr. A. W. Brewin (Registrar General), Mr. E. Osborne, Mr. Fung Wa Chun, Mr. Chui A. Fong, and Mr. G. A. Woodcock (Secretary to the Board).

The Secretary read the following minute from H. E. the Governor:—"In Hainan the doctor treated his plague patients in their own houses, and saved a considerable percentage. The number of cases was not sufficient to form the ground for a working theory, but the doctor said, in answer to my enquiry, that the disease had not spread to the other inmates. I suggest for the consideration of the Sanitary Board that it may be well to try the experiment in Yau-mai of permitting cases of such a time and season as have been given to be treated in their own houses, and, if they desire it, by Chinese doctors. The experiment could be closely watched, and in case of a spread of the disease to the other inmates, the permission could be withdrawn. It seems to me the only course promising any hope of assistance from the Chinese, without which, in a town situated like this, there is but slight hope of controlling the epidemic."

The President thought that, from the point of view of the patient it could make little difference where they were treated. The disease appeared to be developing rapidly and the rate of mortality was so high that it almost made no difference where a patient was treated. From his knowledge of Chinese quarters in Yau-mai, and elsewhere, he thought the method recommended for treating patients suffering from infectious disease would not be found practicable, especially where people were crowded together. There was no subdivision of the houses, and consequently no means existed of isolating a patient. The proposal did not recommend itself to him.

Dr. Clark suggested the establishment of a small hospital at Yau-mai. The Sanitary Board already possessed a small matched there could be adapted to the purpose. There was no reason why patients should not be saved the discomfort of being carried across the harbour and conveyed to Kennedy Town. The matched could easily be fitted up for the purpose, and if the people could be induced to report cases of infectious disease, four or five per cent. more might possibly be saved. The fact of patients having to be carried across the harbour seemed to deter people from reporting cases. Dr. Clark thought the Chinese could be taught to express their views on the recommendation for the consideration of which the meeting was called.

In reply to Lieut.-Col. Hughes Dr. Clark said he was prepared to move that the Board recommend the Government to utilise the Sanitary Board matched at Yau-mai for the treatment of patients, provided they could get the services of a doctor from the College of Medicine to take charge of the hospital.

Lieut.-Col. Hughes seconded.
Mr. Osborne, said that the recommendation of H.E. the Governor, if adopted, would result in a very drastic change in the steps hitherto taken to combat plague, and it was late in the day to introduce a change. He agreed with the President in saying that they ought not to support the recommendation. In Hainan the doctors saved a considerable percentage of cases, and there was not the slightest doubt the doctors in Hongkong could do the same if they got the patients in time. A Chinaman, when he got fever, simply went and lay down until it had developed into plague; then he was removed by his friends to Canton; or wherever his home was; more often, however, he was allowed to die and his body was dumped into the street. He thought it inadvisable to introduce at present any such step as that suggested by H.E. the Governor for the treatment of plague patients.

Mr. May agreed with Mr. Osborne, and thought the Sanitary Board at any rate might congratulate itself on the fact that since the plague outbreak of 1894, which took their unawares, plague had never got out of hand. There was more than could be said for India, where, he believed, the authorities had had to give in to native prejudices and practically admit the natives to be infected. Although plague in the colony was pretty bad, it was not nearly so bad as in '94, when it was allowed to grow to a very serious extent before they knew anything about it. Therefore, he believed in leaving well alone and in profiting by what experience had taught them.

The President seconded Dr. Bell's proposal. Mr. May did not believe the statement of the doctor in Hainan, nor did he believe that of Mr. Fung Wa Chun about the nine patients in Canton.

Mr. Fung Wa Chun said a man told him about it.

On a vote being taken, Dr. Bell's motion was carried. Mr. Brewin only voting against it.

Dr. Clark's motion that the Sanitary Board should be converted into a hospital, which had been seconded by Lieut. Col. Hughes, was then put to the meeting.

Dr. Bell asked where they were going to bury the people who died in the match?

Dr. Clark said they would be brought across here, as at present.

Mr. Osborne thought there was plenty of space at Kowloon.

On a vote being taken, the motion was carried unanimously.

The President intimated that the proposal put forward at the last ordinary meeting of the Board to increase the number of men on duty patrol the streets and prevent as far as possible the dumping of dead bodies therein had been sanctioned. If available, an additional number of men would be obtained from the military to assist in the patrol.

Mr. Fung Wa Chun proposed the erection of an hospital in Wanchai. He thought it was necessary to have one, to do away with the carrying of people through the streets up to Kennedy Town. He might say that he had seen the private effects and clothing of sick people carried right along Causeway Road close to the residences of Europeans. Therefore he begged to propose that a match be erected in the district he had named.

Mr. Osborne intervened. In his opinion it was unwise to parade this unnecessary evidence of the existence of plague.

Dr. Bell was not in favour of the proposal. There was already a good hospital in Wanchai, besides a mortuary where bodies could be effectually dealt with. Further, he did not think the presence of dead-bodies in the street had any serious effect upon anyone. He himself had seen Chinese laughing and smiling whilst one was being carried past, and he rejected the suggestion that the practice tended to cause plague. Plague was spread by a bacillus and not by the sight of a dead-body. This talk of fright producing plague was all twaddle. Dr. Bell said that if he were a resident in that district he should oppose it tooth and nail.

The President supported Dr. Bell in his objection to the proposal, and said that they already had an admirable hospital at Kennedy Town, and pointed out that the dead from Wanchai would have to be carried down there. Those who died at Kennedy Town were not carried through the city again.

Mr. Osborne said the same thing was recommended.

Dr. Clarke pointed out that last year saw the Wanchai epidemic and this year there were few cases.

Dr. Bell again spoke, and referred to the difficulty that would be experienced in getting servants. An ordinary coolie was now getting for work at the hospitals \$15 where he should only be getting \$5, and washermen and cooks were getting \$20.

On a show of hands, five voted against Mr. Fung Wa Chun's proposal and four in favour of it.

In reference to the proposed hospital at Yau-mat, Mr. May asked how the supervision would be conducted.

Dr. Bell said the supervision would be similar to that in Tung Wa, and would be conducted by a European doctor.

This was all the business.

THE CHARGE AGAINST A SANITARY INSPECTOR.

May 8th.
John Mills, a Sanitary Inspector, was charged on remand. "That the said John Mills, on the 30th day of April, 1901, at No. 2 George Lane, Victoria, in this Colony, feloniously did slay and kill one Wong Kam Lee, against the peace of our Sovereign Lord the King, his crown and dignity."

Mr. Reece appeared for the Defendant, and Mr. Hays for the Prosecution. Accused was allowed to be sealed.

Wong Tui sworn stated: "I came to Hongkong on the 27th April and went to reside at second floor of house No. 2, George Lane. I remember the 29th April. I went to bed at 10 o'clock that night. I went on the roof to sleep, and I saw two men sleeping there. They were the last witness and deceased. Before I went to sleep that night I did not know if anybody else slept on the roof. I awoke on account of hearing a man falling down. I did not see the man fall, and when I woke up I saw Wong Sam and Wong See. There were only three on the roof, including myself.

Asked if he was sure on that point, witness said there were also an Englishman and another Chinaman on the roof. After some pressing Witness said the Englishman was the defendant. The Chinaman was the interpreter of the defendant. The defendant was carrying a stick, but nothing else. The witness was not struck with the stick, nor did he see anyone else struck with it. Witness did not see Wong Kam Lee when he woke up. He saw the deceased again down below, when he was dead. That was about half an hour after he heard the cry of 'Man falling down.'

By Mr. Reece—I have been in Hongkong before. I had only been away for one month. No. 2, George Lane (second floor) is a common lodging-house for coolies. I do not know how many men were there on the 29th April. As far as I know there were only two men besides myself on the roof. When I woke up I heard the words 'The inspector is coming; he is striking people.' I heard Wong Sam calling it out. I am quite sure of that. No one else was calling out. Wong Sam called out to the effect that his brother was falling over. None of the coolies came up from the second floor to the roof. Wong See did not call out at all. The Chinaman who followed the defendant was the interpreter. They both stood there and looked, but I did not see the defendant strike anyone. There was not much light, and there was none at all on the roof. I am sure Wong Sam went down before the defendant, and the interpreter followed.

May 9th.

On the case being called this afternoon, Wong See, sworn stated, I am a public chair coolie. I live at 2 George Lane. I have been there four or five months. I remember the evening of 29th April. I went to bed at midnight, on the roof. There were four there including myself; they were Wong Sam, Wong Tui and Wong Kam Lee. They were all asleep when I got there. I awoke at 2 a.m. on receiving a blow from accused. He hit me with a stick, when I awoke Wong Sam was awake. The accused struck him. I also saw him strike Wong Kam Lee. I can't say how many times he struck him. After he was struck he rolled over. Wong Tui was not awake when deceased was struck. He did not wake until after he had looked over the edge of the roof and then went down. His interpreter went down after him. Wong Sam followed them a little time after. I did not dare to go down and see deceased as I was afraid of

the accused striking me. By Mr. Reece.—The second floor of No. 2 George Lane is a common lodging house. Wang Yee is the keeper. The place is licensed for twelve. I don't know how many slept there on the night in question. Four including myself, slept on the roof. It was dark when I awoke; there was no lamp on the roof. I heard nobody call out. The inspector is coming. Wong Sam slept next to me. The accused's interpreter was on the roof with him. I could not see what sort of stick accused had; it was about two and a half feet long. I was four feet from deceased. I did not call out when I was struck. Nobody ran up from the second floor on to the roof. None of the coolies tried to escape either from the roof or the second floor. It is not possible to escape by way of the roof. I have never known it done. No one called out when deceased fell down. I called out, 'a man has fallen down,' after the accused went down, in a low tone. I was the first to call out on the roof. Wong Sam also called out about the same time. I called out when the accused had got to the bottom of the stairs at the entrance to the Street. Wong Sam called out when he was on the roof. Wong Tui was on the roof when I called out. He did not call out. After the accused went down we all went down also. Wong Sam went first, I followed then came Wong Tui. We followed immediately after one another. Wong Tui was asleep and couldn't tell the order in which accused and Wong Sam went down. If he says Wong Sam went first he is not telling the truth. I awoke Wong Tui and we all went down together. I did not go all the way down, I stopped at the second floor. There were eight or nine people on second floor. Wong Sam went down to the ground, but not Wong Tui. He stayed on the second floor for a little time. About as long as it would take to drink a cup of hot tea.

By Mr. Hays.—I am not able to say if anyone tried to escape from the second floor. I woke up Wong Tui before I went down stairs. Directly accused started to go downstairs I awoke Wong Tui. Accused had reached the bottom of the ladder when I awoke Wong Tui, he had reached the second floor, he had about ten steps to go down to get there.

Chief Detective Inspector Hanson stated: "I arrested Accused at 10.30 a.m. on 3rd May at 60 Hollywood Road, on the warrant produced. He came with me to the Central Station.

Inspector Gauld, stated, on the 3rd instant I charged accused at the Central Station with the offence of manslaughter. I administered the usual caution. He made a statement, saying 'I will tell the Magistrate all about it.'

This closed the case for the prosecution.

Mr. Hazland notified his intention of committing the case for trial.

The accused made a statement, explaining that he found sixty-two men on the premises and that deceased rolled off the roof when he (Accused) put his head up through the man-hole.

Bail as before \$500. A full report will appear to-morrow.

THE BROUGH COMPANY AT THE THEATRE ROYAL.

Last night the ever popular Brough Company gave their last performance, we are sorry to say, probably the most crowded house this season. The play was 'Niobe,' that very amusing farce by Messrs. Harry and Edward Paulson.

The plot is an original one though founded on the old myth of Pygmalion and Galatea.

Mr. Jepherson Tompkins, a millionaire with a craze for the antique, quotes the wording of the play bill, has bought for a large sum a statue of Niobe which has a legend attached to it, to the effect that it had been carved by no mortal hand, but that it was the petrified body of the real original Niobe. This statue he leaves with his friend Mr. Peter Amos Dunn, while he is away. Owing, it is believed, to a current of electricity from the electric light installation then being fitted up in the house the statue comes to life. This, unfortunately for Mr. Dunn who appears to have married the whole of his wife's family, happens when all the rest of his household are at the theatre. Before they come back he realizes that it is useless to tell them the truth, to put it mildly, startling truth, and determines to give out that Niobe is the new governess, who was to have arrived but had been delayed. This of course is a difficult part, for them to uphold as Niobe's education naturally does not fit her for the part of instructor to the young. Helen Griffin, his wife's eldest sister, of course puts the most interesting question on the matter and her brother Cornelius, to gain his private ends makes the worst of it. Poor Peter Amos, as Niobe persists in calling him, has a very trying time with his relation in consequence. Niobe's queer ways and extraordinary pliancy of speech offend the rest of the family, with the exception of Dunn's youngest sister-in-law Hattie Griffin, who appears to thoroughly enjoy the general unhappiness. Then the real governess, Miss Milford, turns up and is promptly claimed as an ally by the ladies of the family, which part she is the more ready to perform, as Niobe has appropriated some of her most cherished gowns which had been sent on ahead. The tension gets to such a pitch that Dunn's wife and eldest sister-in-law are about to leave the house owing to their jealousy of Niobe, which is fostered by the very pronounced way in which Dunn has championed Niobe. Having found out the real Miss Milton's object in accepting the post of governess, namely that of procuring from Cornelius some of her sister's letters, he having been at one time engaged to the said sister, Dunn succeeds in allaying his wife's suspicions by pretending that Niobe is his sister Mabel, when a friend of the family, Mrs. Beatrice Sitlocks, electrifies them all by announcing that she has heard that Miss Mabel Dunn is on her way to visit her brother. This announcement of course provokes the undoing of Dunn and matters seem to be very serious, when the real owner of Niobe, Mr. Jefferson Tompkins, arrives and proposes to remove the statue. He is told it is no longer in existence. He is thunderstruck, and proceeds to tell them his reasons for valuing the statue so highly, and recounts the legend attached to the statue. Now is Dunn's turn to tell the actual truth. Tompkins of course believes it, and convinces the rest of the family. He addresses Niobe in her own language and is answered. He then begs her to be his wife, and she accepting, the whole affair ends happily.

The honours of the piece were principally shared by Mr. Brough as Dunn, and Mrs. Brough as Niobe. Mr. Brough has shown us already how versatile he is, and last night was simply another triumph. His acting all through was inimitable. Mrs. Brough of course was excellent as Niobe and her graceful figure and charming face never looked better than in the severe simplicity of Grecian attire.

Miss Bessie Thompson, as Helen Griffin, more than upheld her reputation as an actress, of no mean order, and Miss Temple, as Mrs. Dunn, was equally excellent. Mr. Lovell, as 'Corney' Griffin, was as good as ever, though his part did not give him so many opportunities for displaying his real talent.

The minor parts were all well filled, and we are accustomed to see them. We

are sorry Miss Noble could not have a larger part than she had.

After the performance Mr. Brough, in an amusing speech, alluded to the financial aspect of the tour. We are very pleased to say that it has been an unqualified success. We quite concur in his remarks about the trials experienced by the Company owing to the heat. It is hot in the theatre, what it must have been in the glare and heat of the footlights we can scarcely imagine. In spite of it all, however, no failure in the acting was visible at any time. The stay of the company in Hongkong will be a pleasant memory to all of us who have seen them, and we only wish they could visit us every year. We are sure that out of London itself such acting and staging is seldom if ever seen, and we envy our Australian cousins the possession of such a talented company. What has particularly struck us is the all round excellence of the casts. No failure of any sort and each member in his respective parts quite original, keeping the high level of excellence of the principal characters. We wish Mr. and Mrs. Brough and their Company a pleasant voyage home to Australia and many even better seasons than the one now past.

CAST OF CHARACTERS:

Peter Amos Dunn.....Mr. Brough.
Caroline Dunn (his Wife).....Miss Temple.
Helen Griffin (his Wife's Eldest Sister).....Miss Bessie Thompson.
Hattie Griffin (his Wife's Youngest Sister).....Miss Evelyn Marchant.
Cornelius Griffin (his Wife's Brother).....Mr. W. T. Lovell.
Philip Innes (his Wife's Brother's Friend).....Mr. Leslie Victor.
Jefferson Tompkins (a Millionaire).....Mr. Harry Paulson.
with a craze for the Antique.....Mr. Harry Paulson.
Peter G. Sitlocks (a Merchant).....Mr. G. Sitlocks.
John Dunn's Master-servant.....Mr. G. Sitlocks.
Beatrice Sitlocks (his Daughter).....Miss Grace Noble.
Madeline Milton (a Governess).....Miss G. Sitlocks.
Niobe ('All smiles'), a Statue.....Mrs. Brough.
Time—The Present. Location—London.
Scene—A Street.
Act I.—Dunn's Drawing Room (looking North). Evening.
Act II.—Dunn's Drawing Room (looking South). The Next Morning.
Act III.—Dunn's Drawing Room (looking East). The Same Day.

AT THE MAGISTRACY.

UNLAWFUL FEEDING.

Police Constable 75, K. McDonald, charged seven Chinamen with supplying meals to persons not residing on their premises without a licence. Mr. Hazland imposed fines of five dollars apiece, which were promptly paid.

PATERNAL LEGISLATION.

Inspector Ford prosecuted five ricksha coolies for plying their vehicles for hire without having adequate protection to passengers against rain. The neglect cost them two dollars each.

WILFUL WASTE.

Allowing water to run to waste cost the occupier of 33 Wing On Street ten dollars. We hope the fine will not drive him to drink.

ARMS.

Lam Shing had four rifles without a permit. He now has no rifles and is poorer by ten dollars.

FALSE WEIGHTS.

Yee Hing Loong, Fruit Stall 28, Central Market, was fined twenty-five dollars for having weights which were four per cent. in his own favour.

THEFT.

For stealing a quantity of silver ornaments, value \$8.50, Fung A Chan, was sentenced to a month's hard labour. He stole them from his master and explained that he always carried them with him when he went for a walk. His excuse didn't do.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ADMIRALTY JURISDICTION.

May 8th.

THE "GLENGLYLE" v. "HANGCHOW" COLLISION CASE.

This case came on for hearing this morning before Sir John Carrington, Kt., C.M.G., Chief Justice, and Commander Blackburn, R.N., and Capt. F. D. Goddard as nautical assessors.

Mr. Francis, K.C., instructed by Messrs. Johnson, Stokes and Master, appeared for the *Hangchow*, and Mr. E. H. Sharpe, instructed by Messrs. Deacon and Hastings, for the *Glenogle*.

Joseph Pierce, master of the *s.s. Hangchow*, in answer to Mr. Sharpe, said:

I have been connected with my present company for ten years, and with the exception of fifteen months, I have all that time been running in and out of Hongkong. I have been a captain for six years. Until the accident I considered the line of buoys containing, amongst others, the M. M., the P. D. O., and the Austrian Lloyd buoys, to be in the middle of the Northern Fairway. I was aware that anchoring was not allowed in any of the Fairways, but had seen ships anchored immediately to the south of the line of buoys mentioned, although a track was generally left clear. I am unable to reconcile this anchoring of ships in this 'neutral zone' with the regulations already spoken of prohibiting such anchoring.

On the occasion of the accident I dropped my anchor a little to the north of a line joining the M. M. and the C. P. R. buoy—a place I considered part of the Northern Fairway. It was a case of emergency.

Capt. Pierce, recalled stated, The day after the collision I got the copy of the Harbour Regulations now produced, dated 1900. The bearing given for the southern boundary of the northern fairway is S 78 E. I have not since received any amended copy from the Harbour Office.

Henry Stanley Conderdine.—I am chief mate of the steamer *Hangchow* and was so in March when the collision took place. On 21st March the crew went to stations as we were entering the Lyceum Pass. I went to the forecastle and remained there until the second day before the collision. The boatswain, carpenter and several sailors were with me. The anchors had been got ready before entering the Pass. They were on the rail ready for letting go. I don't know what time the ship was steaming at. From the forecastle to the bridge is from 130 to 140 feet so I should not ordinarily hear orders as regards steering or engines given on the bridge. We came in as far as Kowloon Point in the ordinary course. I first saw the *Glenogle* after we passed Kowloon Point. I did not remark her before she blew one short blast. I am sure it was a short blast and not a long one. Coming in past Kowloon and Blackhead I had heard no other whistle. The *Glenogle* when first seen was about two points on the starboard bow and three or four ships' lengths distance. A ship's length is 300 ft. She was heading across us, but not at right angles.

Witness here placed a couple of models in position to show the relative positions of the ships.

Witness.—After seeing the *Glenogle* I received orders to let go first the starboard anchor and then the port. There was hardly any appreciable interval between the hearing of the *Glenogle*'s whistle and the first order, and

the second followed without interval. The anchors were let go at once without any delay or fumbling. I let go the starboard and the boatswain let go the port before I could get across the deck to do so. I heard no other orders given on the bridge. The Captain gave the orders to let go the anchors. I was too fully occupied to notice what took place with regard to either ship prior to the collision, in letting go the anchors and looking to the chains. Fifteen fathoms was paid out on the starboard anchor and the same on the port. The *Glenogle*'s stem struck our starboard bow just about the hawsepipe. When I saw the collision was imminent, I ordered my men off the forecastle. The chains were leading aft when the collision occurred, so that we were ahead of our anchors. I hold a master's certificate dated February 1897 from London. I saw the blue pennant was up but did not see when it was hoisted.

By Mr. Sharpe.—I can't remember seeing the *Glenogle* till she whistled. We had passed Kowloon Point but I don't know how far out. I don't remember my own ship whistling. She may have done so without my noticing. When I first saw the *Glenogle* her whistling gave me the impression she was under way. I saw her clearly and realized the risk of collision. I can't say if the *Glenogle* was going ahead or astern. When the orders were issued to let go, the distance between the ships was about the same as I have given.

By Commander Blackburn.—The vessel was brought up by bowing the cables at fifteen fathoms. There was not a great strain on the cables. I can't say if the *Glenogle* was going ahead when I let go the anchors.

By His Lordship.—The time between the letting go of the port anchor and collision might be anything between one and two minutes, but I cannot be sure. I can't say how far we were from the *Glenogle* when the port anchor was let go. There was time for us all to get clear of the forecastle head before the collision. I saw a collision was inevitable when I let go the anchors.

Sydney Herbert Jones.—I am second mate of the *Hangchow* since January last and hold a second mate's certificate. I was on the bridge at the time of the collision. I was on duty just before we entered the Lyceum Pass. I noticed a red-funnel steamer amongst others just after we rounded Kowloon Point. The one with the Time Ball is Kowloon Point.

I was using glasses. The ship seemed to be some distance from the *Empress* boat and lying parallel to her. Her house flag and ensign were flying. I thought she was moored. I know the line of buoys of which the *Empress* buoy is one. When we came round Kowloon Point there was an open channel before us but I didn't take special notice of the position of the *Glenogle* with reference to it. I don't recollect our ship whistling. The *Glenogle* whistled prior to the collision; it was one short blast. She was then 2 to 2½ points on our starboard bow and three or four hundred yards away. Our engines were slow when we heard the whistle. The *Empress* then slowed down. I gave the signals to the engine room. As soon as the whistle was heard the Captain ordered 'hard a port,' 'full speed astern,' 'let go both anchors,' one after the other. I immediately put the telegraph full speed astern and it was immediately acknowledged from the engine room. I can't say if the engines went astern. I saw the helm put hard a port. The anchors were let go as quickly as possible. I don't know the length of time between hearing the whistle and the actual contact of the vessels. 'This was my first voyage as second mate.

By Mr. Sharpe.—The *Hangchow* was round Kowloon point when I saw the *Glenogle* near the *Empress*. I do not think the *Glenogle* had moved from the time when she whistled. I think so still. I can't say if she went ahead or astern after she whistled. I can't say if she moved at all. When the helm was put hard a port we were three or four hundred yards from the *Glenogle*. The helm was ported immediately after the *Glenogle* whistled. I didn't notice if the *Hangchow* paid off to starboard. I can't say if dropping the anchors would prevent her answering her helm. I don't know how fast we were going. Before the engines were put to slow we were going half speed which is ordinarily five to six knots. I can't say if we slowed down before or after passing Kowloon Point. The *Hangchow* may have whistled, but I don't remember if she did or not.

By Commander Blackburn.—Sometimes the Captain pulls the whistle and sometimes he orders me to do so. I did not pull the whistle and I couldn't say if he did or not.

By His Lordship.—I saw a collision was inevitable shortly after we put the helm over and reversed the engines. I looked to 4.55 as if both ships were moving immediately before the collision. I can't say if our way was stopped before the collision. From the time of first seeing the *Glenogle* until the orders to put over the helm and reverse engines were given I had not kept the *Glenogle* under observation more than any other ship.

William Lamond.—I am second engineer of the *Hangchow* and was on board at the time of the collision. I went on duty at four on that day. The third engineer was not on duty in the engine room. After the standby the chief engineer was in the engine room. I don't remember the time of the order half-speed; it was between four and five. I made a rough note in my log book of the times of the orders. The entries in the book are in my handwriting. I see 'half-speed, 4.45,' the order was executed. The next order was 'stop, 4.57,' full speed astern, 4.53,' this was executed. It takes about ten seconds to reverse the engines. The order was executed promptly. Two minutes after the ship struck something, at 4.55. We felt the shock in the engine room. The next order was 'stop, 4.57.' By His Lordship.—This order was from the bridge. The first three entries are in my handwriting, the others in that of the chief engineer. They were made afterwards in his room in my presence. Mine were made in the engine room. The times are the actual ones by the engine room clock. We mark the times of orders on a bulkhead or a board and they are written up afterwards. I joined the ship on 1st March last. This was my first time coming into Hongkong in this ship.

By Mr. Sharpe.—'Stand by' 'half speed' and 'slow' were entered by me, the rest by the chief engineer. There were no words written in the position of the entries made by the chief engineer and afterwards rubbed out. I did not see him rub out anything.

Mr. Sharpe contended that something had been rubbed out and the book was inspected by the Court. His Lordship remarked that it appeared smudged.

Witness.—The entries were written up after the engines had been finished with. The Chief Engineer told me to take a note of the time when the ship struck and I did so. I was not in his room at the time the Chief Engineer made the entries. When I look the book to the Chief Engineer's cabin there was no writing on the line pointed out to me. There may have been a line drawn.

By Mr. Francis.—The time recorded there is the correct time which the collision occurred. At the time the collision actually took place I made a note on a board in the engine room. I had noted all entries similarly.

By His Lordship.—The three entries were made by the Chief Engineer.

don't know why, except that he particularized them. He is Chief Engineer. I don't remember having written anything in the book myself in place of these. The Chief Engineer took the time from his own knowledge. The Chief Engineer was in the engine room from the time the stand-by went. I remained in charge after he came down, he had not taken it out of my hands.

By Capt. Anderson.—I made the entries on the board in the engine room and it was there for the Chief Engineer to read.

John Wedge Williams, Chief Engineer of the *Hangchow* said he had been in her since 20th January as chief and since September last as second engineer. Her nominal horsepower is 775. At full speed she makes 70 to 72 revolutions. The pitch of the propeller is 16 ft. 'Our ordinary speed is 10½ knots. Half-speed is 4 to 4½ revolutions which gives barely six knots. At slow 3 to 3½ revolutions with a speed of barely 4 knots. I was on board at the time of the collision, in the engine room. When stand by went I was on deck. I went on to the top platform of the engine-room when the order 'slow' was given at 4.51. The next order was 'full speed astern' and I went into the lower part of the engine-room at once. I saw the engines reversed. The second engineer was on duty. The time taken to execute the reversal was from five to ten seconds and it was done promptly. I felt the shock of the collision after the engines had been going astern for two minutes. This is the rough engine-room log-book. Some of the entries on 21st March are in my handwriting. They were made in the engine-room. The times entered are the correct ones by the engine-room clock. I rubbed out the usual entries that are made when coming into port and which were written by the second engineer. The usual orders would be written in beforehand to enable us to make the entries quickly and blanks were left for the times. There were no times rubbed out by me, only the words entered in readiness, a collision having occurred the ordinary entries did not apply. When we have many orders we make entries of times on the bulkhead in chalk. There was no chalk writing about the last three entries. I am sure the times as recorded there are correct by the engine room clock. The official log was written in my cabin and these entries made by me in the engine room.

By Mr. Sharpe.—The speeds I have given are those of the engines. If a tide is with us I cannot say if it has to be added. I have given you the speeds irrespective of tide or currents. Standby was given at 4.42 p.m. I was then on deck. Slow was given at 4.51 and I was in the engine room, then I was on the top platform. When the order full-speed astern was given I was still on the top platform and went below as soon as I heard it. 'Our propeller is a right hand one.'

Case proceeding.

THE PLAQUE.

Number of cases reported (Chinese 351
up till noon of the 8th Other Asiatics 4
May, 1901 Europeans 17
Number of cases reported Chinese 17
during the past 24 hours Other Asiatics 0
Europeans 0

Total number of cases reported to date 374

Number of deaths reported

up till noon of the 8th (Chinese 331
May, 1901 Other Asiatics 2
Europeans 13
Number of deaths reported Chinese 13
during the past 24 hours Other Asiatics 0
Europeans 0

Total number of deaths recorded to date 347

We are pleased to hear that Mr. Thorne, who is suffering from plague, as reported in a previous issue, is doing as well as can be expected. A. M. Hawkes, also from Messrs. A. S. Watson & Co., has been under observation for the last few days and we are pleased to say that plague symptoms have not appeared, the disease proving to be only fever.

NOTANDA.

CALENDAR.

Meteorological means based on ten years' observations to 1893.

Barometer 29.867
Thermometer 76.2
Humidity 84.0
Rainfall 15.0

TO-DAY.

WEATHER REPORT.

On date at On date at
Barometer 29.82 29.72
Temperature 81 83
Humidity 87 80
Rainfall 0.38

TO-DAY.

Thursday, 9th May, 1901.

Chinese—21st of 3rd moon of 27th year of Kwang-si.

Sun—Rises 5hr. 29min.
Sets 6hr. 28min.
High water—Morning 5hr. 30min.
Afternoon 5hr. 19min.
Low water—Morning 4hr. 48min.
Afternoon 7hr. 25min.

ANNIVERSARIES.

1830—Frederick Schiller died.

1890—New Town Hall at Tientsin opened.

1893—Waglan light first exhibited.

1896—Russian warships threatened to land men at Cheloo over the foreshore difficulty.

1897—Mutiny of Chinese troops at Woosung, ringleaders executed.

1898—The *Victor Emmanuel* sold by auction.

TO-MORROW.

Friday, 10th May, 1901.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU G. Anderson	KOBE and YOKOHAMA	TO-MORROW, 10th May, at Daylight.
KINSHU MARU F. J. Horton	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOI, and YOKOHAMA	SATURDAY, 11th May, at 4 P.M.
AWA MARU N. Trent	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th May, at Daylight.
MIKE MARU M. Yagi	MOI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon.
WAKASA MARU J. B. MacMillan	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
ROSETTA MARU N. Tate	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU S. Yoshizawa	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 6th May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 14th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 7th July, at Noon.

THE Twin Screw Steamship.

"HONGKONG MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 23rd April, 1901.

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

HONGKONG MANUFACTURERS.

HONGKONG AGENTS FOR BRAND, HERRING'S GENUINE PAINTS, RED HAND, LAURENCE'S GREY PAINT, &c.

Sole Agents, &c. FERGUSON'S SPECIAL WHISKY, &c. P. & O. SPECIAL LIQUOR, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES. Hongkong, 14th May, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"JABLO"	TUESDAY, 23rd July, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

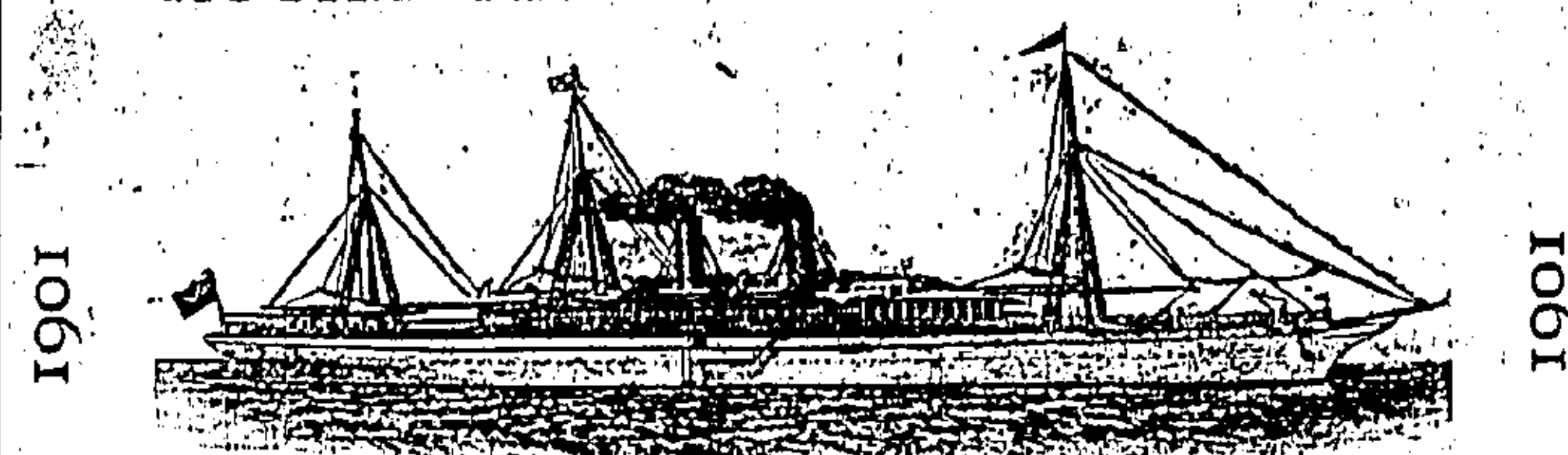
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN—Comdr. H. Pybus, R.N.R.	WEDNESDAY, 15th May.
EMPRESS OF CHINA—Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.
EMPRESS OF INDIA—Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedler's Street.

Hongkong, 24th April, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAYRE and HAMBURG. (Calling at SINGAPORE).	21st May. Freight.
SEGOVIA	HAYRE and HAMBURG. (Calling at SINGAPORE and PENANG).	31st May. Freight.
WITTENBERG	HAYRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	10th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	"SUNGKIAN"	10th instant, at Daylight.
YOKOHAMA	"CHANGSHA"	12th instant.
MOI	"KALGAN"	12th instant.
AMOI and SHANGHAI	"WOOSUNG"	14th instant.
FOOCHOW	"WUHU"	14th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th May, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL	"MACHAON"	14th May.
" "	"ACHILLES"	16th May.
" "	"PROMETHEUS"	18th May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"ANTENOR"	14th May.
" "	"CALCHAS"	28th May.
" "	"MACHAON"	11th June.
LIVERPOOL (DIRECT)	"PYRRHUS"	10th June.
(Taking Cargo at LONDON RATES)	"ULYSSES"	18th May.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 9th May, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"FERDENE"	10th May.
"AFRIDI"	24th May.
"HILLGREN"	14th June.
"LOWTHER CASTLE"	30th June.
"HEATHBURN"	17th July.

* Calling at MANILA and CEBU.

For Freight and further Information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 6th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above on SATURDAY, the 11th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 7th May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City	about May 16
Belgian Kings	about June 10

THE Steamship

"CARLISLE CITY."

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOI, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 16th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 9th May, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between

HONGKONG and PORTLAND (OR.), Calling at SHANGHAI, NAGASAKI, MOI, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION."

will be despatched for PORTLAND (OR.) on WEDNESDAY, the 15th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports.

For through Rates of Freight and further information communicate with or apply to

ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO.

Hongkong, 1st May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOI.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th May, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA."

Captain G. T. Blackland, will be despatched as above TO-MORROW, the 10th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 6th May, 1901.

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO."

Captain P. Brusca, will be despatched as above on SATURDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 6th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOI.

THE Company's Steamship

"DAHIN MARU."

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOI & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU."

Captain K. Suzuki, will be despatched as above on WEDNESDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"GISELA."

Captain Mosca, will be despatched as above on WEDNESDAY, the 15th May, P.M.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 24th April, 1901.

NOW READY.

AN ACCOUNT OF THE RECEPTION OF H.M.S. "T

UNITED STATES TRADE WITH THE FAR EAST.

The United States Department of Agriculture has recently published an exhaustive report showing the remarkable growth which has recently taken place in American trade with Japan, China, and Hongkong. The value of the merchandise exchanged ten years ago was \$45,294,167; now it is more than double. Formerly the excess of imports from these countries into the United States were largely in excess of the exports; now the excess of imports over exports amounts to only about \$8,324,382. It is interesting and instructive to see in what branches of commerce these increases have taken place. Of the domestic merchandise shipped from the United States to Japan, China, and Hongkong nearly 40 per cent. consists of agricultural produce. Proportionately the agricultural exports are increasing even more rapidly than the non-agricultural, the principal grain occurring in the shipments to Japan. The exports to the United States to Japan, China, and Hongkong consist largely of five leading items: cotton, cotton manufactures, kerosene oil, wheat flour, and manufactures of iron and steel. Regarding agricultural exports to Japan, the most important items after cotton and wheat flour are alcohol, leaf tobacco, milk, salted or pickled beef, wheat, canned beef, butter, wine, and canned fruits. Next to kerosene oil and manufactures of iron and steel, the most important items among non-agricultural exports to Japan are unmanufactured iron and steel, paper and its manufactures, tobacco manufactures, leather, scientific and electrical apparatus, lubricating oil, paraffin wax, and watches. Of the merchandise classified as exports to China, the principal items, after cotton and wheat flour, are ginseng, mull, quinine, canned beef, milk, canned fruits, and leaf tobacco. Although cotton manufactures, kerosene oil, manufactures of iron and steel, and tobacco manufactures form by far the largest part of non-agricultural exports to China, there are numerous other items of considerable value, among the most important being lumber, unmanufactured iron and steel, paper and its manufactures, scientific and electrical apparatus, vehicles, cycles, manufactures of wood, and lubricating oil. The agricultural exports of chief importance to Hongkong are: wheat flour, ginseng, cotton, canned fruits, mull, quinine, canned beef, and cheese. Non-agricultural are: kerosene oil, fish and fish products, manufactures of iron and steel, tobacco manufacture, cotton manufactures, lubricating oil, perfume and cosmetics, lumber, and manufactures of wood.

AN ART ROMANCE.

RECOVERY OF THE STOLEN GAINSBOROUGH. LONDON, April 8th.

Mr. Agnew, the art collector, has arrived in London from Chicago bringing back the stolen Gainsborough picture, "The Duchess of Devonshire," which has been recovered by American detectives in the Western States. The circumstances of the recovery are unknown even to Mr. Agnew.

The mystery has given rise to numerous extravagant reports. The picture is not damaged.

April 9th.

Mr. Agnew says he knows nothing of the sensational stories about it. He dealt only with detectives in England and America and pays the reward of £1,000 originally offered, and nothing more.

STEAMERS EXPECTED.

Names.	From.	Dur.
Bengal	Singapore	To-morrow
Hamburg	Singapore	May 14th
China	Japan	May 16th
Milke Maru	Bombay	May 17th
Doric	San Francisco	May 23rd
Empress of China	Vancouver	May 28th

We would direct the attention of ship agents to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the form attached, with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Day.
Afridi	New York	May 24th
Akashi Maru	Swatow, &c.	May 15th
America Maru	San Francisco, &c.	July 4th
Anping Maru	Poochow	May 22nd
Antenor	London	May 14th
Bala Maru	Marseilles, &c.	May 17th
Balla Maru	London, &c.	May 17th
Bayer	Straits, &c.	July 25th
Belgian King	San Diego, &c.	June 10th
Bengal	Singapore, &c.	May 10th
Bisago	Singapore, &c.	May 11th
Bracmar	Victoria, B.C.	June 7th
Calchas	London, &c.	May 28th
Canton	Marseilles, &c.	May 18th
Carlisle City	San Diego, &c.	May 16th
Changsha	Yokohama, &c.	May 12th
China	San Francisco, &c.	May 25th
City of Peking	San Francisco, &c.	July 15th
Glenogle	Victoria, B.C.	June 28th
Coptic	San Francisco, &c.	May 27th
Daijin Maru	Tamsui, &c.	May 12th
Doric	San Francisco, &c.	May 23rd
Emp. China	San Francisco, &c.	May 28th
Emp. India	San Francisco, &c.	May 28th
Emp. Japan	San Francisco, &c.	May 28th
Esmeralda	Manila	May 15th
Fernanda	New York	May 10th
Gaelic	San Francisco, &c.	July 23rd
Gisela	Singapore, &c.	May 23rd
Haimun	Swatow, &c.	May 10th
Hamburg	Straits, &c.	May 13th
Heathburn	New York	July 17th
Hillegon	New York	June 14th
Hiroshima Maru	Bombay	May 24th
Hitachi Maru	Kobe & Yokohama	May 10th
Hongkong Maru	San Francisco, &c.	May 16th
Java	Shanghai, &c.	May 31st
K. Companion	Portland, &c.	May 15th
Kalgan	Portland, &c.	May 15th
Kasuga Maru	Sydney, &c.	May 12th
Kiautschou	Sydney, &c.	May 12th
Kinsu Maru	Victoria, B.C.	July 11th
König Albert	Straits, &c.	Aug. 22nd
Lowther Castle	New York	June 30th
Machao	London	May 11th
Mike Maru	Manila, &c.	May 21st
Nippon Maru	San Francisco, &c.	June 11th
Preussan	Straits, &c.	May 20th
Prinz Heinrich	Straits, &c.	May 15th
Prinz Irene	Straits, &c.	Sept. 5th
Pyralis	Liverpool	May 10th
Rosita Maru	Straits, &c.	May 24th
Sachsen	Straits, &c.	Aug. 8th
Segovia	Havre, &c.	May 21st
Stuttgart	Straits, &c.	Aug. 8th
Suavia	Havre, &c.	May 21st
Sungliang	Manila, &c.	May 10th
Tacoma	Victoria, B.C.	May 17th
Ulysses	Liverpool	May 18th
Victoria	Victoria, B.C.	May 28th
Wakasa Maru	Kobe & Yokohama	May 24th
Wittenberg	Havre, &c.	June 10th
Woosung	Shanghai, &c.	May 14th
Wuhu	Poochow	May 14th
Yuenan	Manila	May 11th

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Ahem, J.
Agan, D.
Arias, D.
Arthur, T.
August, Bishop Van
Armistead, Miss A. J.
Brokenshire, F.
Beal, Gunner J.
Brown, J.
Boyd, K. P.
Beylis, M.
Bannerman, J.
Burson, Chas.
Bent, G.
Bryan, M. R.
Bergerowski, C.
Benedo, J. G. C.
Bird, W. B. M.
Bolin, O.
Buhning, N.
Bidal, A. H.
Banchersky, M. de
Brill, G. D.
Horton, A. L. L.
Cohen, A. S.
Cream, C.
Chambers, Capt. R.
C. H.
Callen, F. W.
Candler, W.
Chadling, Brothers & Co.
Carpenter, F. G.
Child, H. E. A.
Chapman, W.
Cartledge, J.
Cave, E. H.
Callen, Capt. V.
Comie, Mrs. J.
Carbock, Capt. Van
Cahill, G.
Cox, A. A.
Courrie, J.
Cook, L. F.
Graig, J.
Dupuis, R.
Dells, Capt. F.
Davis, J.
Duwe, Mrs. A. J. T.
Drake, Mrs. E. J.
Davis, S.
Dreves, Capt. H.
Dannenberg, Miss E.
Darlington, H.
Daulton, P.
Dodge, V. A.
Dunbar, T. E.
Dipple, Mrs.
Dewey, W. R.
Ella, J.
Eckert, W.
Etienne, C.
Etzel, L. L.
Elkins, S. B.
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Edmunds, H. W. S.
Egrius, A.
Freeling, Lady
Fremmer, V. D.
Frieburg, S. S.
Fobris, G.
Fassen, P. M.
Goetz, F.
Grant, W.
Garis, H. L.
Greenwood, Miss E. B.
Gyr, H. W.
Glendinning, R.
Goodwin, L.
Georgeson, J.
Grant, J. K.
Gutierrez, L.
Gustein, B.
Gomes, J.
Greenwood, T.
Green, Mrs. G.
Garratt, S.
Grimes, J. B.
Gordon, J. B.
Harkens, J.
Herberville, L. D.
Honey, B.
Hardy, R. J.
Hachez, C. W.
Hoag, P. V.
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Horn, F. G.
Haver, F. C.
Huby, G.
Harrison, Mrs. P.
Hamilton, Mrs. H.
Hallard, F. J.
Hoashi, S.
Harrison, R.
Heacock, A.
Hay, Rev. N. E.
Hark, G.
Ingold, F.
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Johnson, C. E.
Jeffries, Rev. M.
Jenkins, S.
Jor, A. (Sailor)
Jenkins, C. M.
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Kinn, C. H.
Keller, G.
Kotewell, R. H.
Karmantz, S.
Kirk, R.
Kulton, W.
Kneufel and Streiff
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Kukman, G. W.
Knapp, J. W.
Kestle, M. K.
Liberty, C.
Leon, C. de
Losa, Dr.
Lawlor, F. B.
Lanza, J.
Lawing, C. C.

London, H. J.
Lester, H.
Lyall, R.
Lignine, L.
Liss, Miss
Lohr, A.
Martin, Miss E. G. O.
Minchin, D. J.
Molty, M.
Moothouse, J.
McIntosh, J.
Moore, Bishop
Merry, Mrs. D. J.
Menasché, L.
Murphy, J. W.
Murphy, Mrs. F.
Moore, H.
McGregor, A.
Mullis, W. E.
Mure, F. S.
Maxwell, Lieut. D. H.
Myer, J. D.
Mortensen, J. F.
Mondell, C. D.
Murphy, Mrs. A.
Nash, F.
Nato, F.
Nicol, J. A.
Neilson, E.
O'Beirne, J.
Osawa, Miss
Palmer, J.
Partridge, Dr. L. S.
Phillips, C. F.
Peters, Miss S.
Peters, J.
Porter, A. M. J.
Poernedo, J. G.
Paulsen, T.
Pillory, J. R.
Pastewsky
Patterson, J. H.
Pitcher, A. J.
Paisis, G.
Pinkowsky
Rosa and Lilly
Ross, G.
Riel, G.
Reutens, J. W.
Right, J.
Riggin, J.
Rehemobhooy, H.
Rivington, C. F.
Rosc, R.
Ramos, A.
Rowand, A. G.
Read, Miss M. B.
Rushy, C. B.
Roberts
Rennie, E.
Riegen, Capt. A.
Read, Miss
Reid, Capt. T.
Roberts, Mrs. J.
Rowling, C. F.
Rosen, E.
Ramsome, Miss I.
Samborn, F. G.
Sheppard, P. A.
Stewart, J. E.
Schiller, W.
Stewart, A. H.
Sylvester, F. W.
Seavlan, J.
Solomon, Major L. L.
Shannon, Miss
Schlichting, Mrs.
Smith, W. A.
Saaid, J.
Spieler, L.
Stewart, Messrs. J. & G.
Silverthorne, A.
Sanderson, A. O. D.
Sicon, E.
Stephen, A.
Starr, Miss E.
Steel, Esq.
Shrewsbury, R. W.
Stephens, G.
Stanley, N. L.
Sawada, Miss
Sare, Miss G.
Schuh, S.
Townsend, A. M.
Thompson, P. H. W.
Turney, A. H.
Thom, Capt. J.
Tomylkin, J.
Torre, T.
Talbot, B. W.
Thornburgh Mrs. R. M.
Takenouchi, Miss H.
Tachner, Mrs. M.
Westcott, Mrs. H.
Worthington, C.
Wheat, W. E.
Woodley, W.
Watson, H. G.
Wegener, Dr. G.
Watson, J.
Wilde, M.
Webster, D. W.
Wright, Capt. W.
Watson, Dr.
Wallace, F.
Walker
White, S.
Westrop, Miss
Wilkins, Mrs.
Walford, E.
Werthman, L.
Weedon, G.
Weber, Dr. E.
Welch, J.
Wille, W. N.
Wake, G. E.
Wickens, T. C.
Walker, J. D.
Winkler, A.
Wheeler, I.
Woods & Co.
Young, W. R.
Yerex, J. A.
Zinn, G. A.

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Ahem, Deen, I.P.C. Koch, Carl
638 (2)
Abba Khan, I.P.C. 798
Attare Khan, No. 774
Bunna Khan
Blank, Miss A. Arran-
dale, Southport (1)
Returned.
Bata Singh
Bova and Co., Supt.
Brewery
Burke, Ali Khan,
I.P.C. 856
Bergmann, B. & R.
Brimble, Capt. A.
Brough, R.
Bortolo, B.
Bogal Singh
Brough, Mrs. R.
Clarkson, G.
Chunda Singh, I.P.C.
885
Clarke, J.
Choo, H. Y.
Dannell, Miss F.
Deli, N. M. Khan
Dean Singh, I.P.C.
847
Fay, F. (2)

List of Unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

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Chingtai. Straten.
Cheong Sang Loong. Sunanyuen.
Dellaguz. Taichuen.
Gee (Major). Teiching.
Gillingham. Thanghai.
Kamcheong. Thl.
Kongpulong. Turgens.
Kongyueh. Tyehongsoon.
Lapraik. Watanabe.
Lichenshang. Yeeon.
Matthew, Joseph. Ying Tie Hinglung.
Moody. 0208 (Suee Kee Chan).
Quanonlong. 0651, 4037 (Nam Hing).
Quannong. 5940, (Kwong Yu Yun).
Sham. Two.
Sianghoochan. 0651, 301, (Nam Wan).
Steamer Windland. 008, (Suee Kee Chan).
F. von der Pfordten, Manager in China.

Hongkong Station, 4th May, 1901.

Fatmace (Bombay).

Felice, Blas
Fossiane, A.
Ferreira, F. X. P.
Frampton, Mrs. (3)
Farris, G. (Singapore).
Gabor Khan
Gewan Singh, I.P.C.
807
Garcia, R.
Gulab Khan, I.P.C.
599
Gunda Singh
Glick, M.
Hand, H. J. (Manila).
To Constantino
Hand, Vic. Eng.
School, Hongkong.
Harwood, Thomas
Hasham Ali, I.P.C.
667
Hilton, St. John.
Hazar Khan, I.P.C. 616
Hesa, Miss
Hodge, E. G. Port-
land (Maine), Re-
turned.
Hagan Singh, I.P.C.
664
Hall, J. L.
Harrison, R.
Hall, Capt. F.
Hoashi, S.
Haynes, J.
Jawalla Singh, I.P.C.
614
Johnson, C. E.
Jandoo

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S.S. Atlas. M. Richardson.
"Belgian King". Abnetheley.
"China". Mr. Cooper.
"Ducation". N. J. Garbutt.
"Emma Lytkin". Capt. Wallis.
"Haitian". A. Anderson.
"Idomenis". T. Connollys.
"Manuel Laguna". E. Nielson.
"Monmouthshire". Capt. J. Kennedy.
"Monmouthshire". W. Cropley.
"Palatia". H. Broch.
"President". R. B. Munro.
"Radley". John Mann.
"Relief". Chas. McFeely.
"Relief". J. H. McNeil.
"Relief". J. H. Miller.
"Relief". P. Schneider.
S.S. Saint Jerome. Capt. A. Jones.
S.S. Saturn. H. Mines.
S.S. St. Vincent. J. Wilson.
"Urania". Capt. Wilson.

List of Unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Birdlime. Steel.
Chingtai. Straten.
Cheong Sang Loong. Sunanyuen.
Dellaguz. Taichuen.
Gee (Major). Teiching.
Gillingham. Thanghai.
Kamcheong. Thl.
Kongpulong. Turgens.
Kongyueh. Tyehongsoon.
Lapraik. Watanabe.
Lichenshang. Yeeon.
Matthew, Joseph. Ying Tie Hinglung.
Moody. 0208 (Suee Kee Chan).
Quanonlong. 0651, 4037 (Nam Hing).
Quannong. 5940, (Kwong Yu Yun).
Sham. Two.
Sianghoochan. 0651, 301, (Nam Wan).
Steamer Windland. 008, (Suee Kee Chan).
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AVOID ALL RISK OF OUTBREAK BY ITS USE.

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Hongkong, 11th December, 1900.

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